

Bordly Drive Extended -- No. 509924

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Olney**
 Relocation Impact **None**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

January 10, 2002
 7-206 (02 App)
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	704	353	56	295	250	45	0	0	0	0	0
Land	735	22	713	0	0	0	0	0	0	0	0
Site Improvements and Utilities	311	0	122	189	13	176	0	0	0	0	0
Construction	1,373	7	0	1,366	1,193	173	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,123	382	891	1,850	1,456	394	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,123	382	891	1,850	1,456	394	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				16	0	0	4	4	4	4	0
Energy				4	0	0	1	1	1	1	0
Net Impact				20	0	0	5	5	5	5	0

DESCRIPTION

This project provides for design and construction of a new primary residential road from Georgia Avenue to a point where the developer of the Abrams Property will be completing their portion of Bordly Drive (P-23), a distance of approximately 1,800 feet. The typical roadway section requires 76 feet of right-of-way, including a pavement width of 24 feet, with 8 feet of shoulder on each side, and an asphalt bike path on the south side. This project also includes appropriate turning lanes on Georgia Avenue (MD 97).

Service Area

Olney Planning Area

Capacity

Upon completion, the estimated average daily traffic on Bordly Drive will be 2,500 vehicles per day.

JUSTIFICATION

A portion of Brighton Dam Road becomes isolated during flooding events, which precludes access of emergency vehicles and personnel to residents there. This master planned road will provide an alternate access. The new alignment is approximately one-half mile north of the original master plan alignment. The alignment of Bordly Drive as shown for the project has been derived cooperatively by the M-NCPPC and the Montgomery County Department of Public Works and Transportation.

The recommended extension of Bordly Drive shifts traffic from the historic Town of Brookeville. The extension of Bordly Drive will serve low-density residential development recommended in the Olney Master Plan for this part of the Olney Planning Area.

Specific Data

Preliminary design costs for Bordly Drive Extended were included in the Facility Planning: Transportation project. The current project is based on final engineering design. The Bordly Drive project has been closely coordinated with the Maryland State Highway Administration (MSHA) ongoing Brookeville Planning Study. MSHA is currently evaluating several alternatives for the relocation of Georgia Avenue in the vicinity of the Town of Brookeville.

Cost Change

Cost increase due to several design revisions required by PEPCO and MSHA. Poor soil conditions required a revision in the excavation quantities and pavement section. Land acquisition is included in this PDF.

STATUS

Final design stage.

OTHER

The project scope is the same as approved by Resolution No. 14-98. The Bordly Drive Extended project replaces the formerly-proposed project for reconstruction of Brighton Dam Road, which would have impacted the rustic nature of this road. Construction start has been delayed one year.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																						
<table> <tr> <td>Date First Appropriation</td><td>FY99</td><td>(\$000)</td></tr> <tr> <td>Initial Cost Estimate</td><td></td><td>1,671</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY99</td><td>1,671</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>1,603</td></tr> <tr> <td>Present Cost Estimate</td><td></td><td>3,123</td></tr> <tr> <td>Appropriation Request</td><td>FY03</td><td>1,520</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY04</td><td>0</td></tr> <tr> <td>Supplemental</td><td></td><td></td></tr> <tr> <td>Appropriation Request</td><td>FY02</td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>1,603</td></tr> <tr> <td>Expenditures/</td><td></td><td></td></tr> <tr> <td>Encumbrances</td><td></td><td>419</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,184</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY00</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY01</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY99	(\$000)	Initial Cost Estimate		1,671	First Cost Estimate			Current Scope	FY99	1,671	Last FY's Cost Estimate		1,603	Present Cost Estimate		3,123	Appropriation Request	FY03	1,520	Appropriation Request Est.	FY04	0	Supplemental			Appropriation Request	FY02	0	Transfer		0	Cumulative Appropriation		1,603	Expenditures/			Encumbrances		419	Unencumbered Balance		1,184	Partial Closeout Thru	FY00	0	New Partial Closeout	FY01	0	Total Partial Closeout		0	Facility Planning - Transportation M-NCPPC Department of Environmental Protection Maryland State Highway Administration U.S. Army Corps of Engineers Abrams Developers Utility Companies Georgia Avenue Bypass Project (MSHA) Department of Permitting Services Maryland Department of the Environment	See Map on Next Page
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